

Message Text

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TAGS: MPOL, NATO

SUBJECT:NATO LONG TERM DEFENSE PROGRAMME: TASK FORCE 8
CONFIGURATION CONTROL STUDY

REFS: A. NATO DOCUMENT LTP (TF 8) WP/11; B. RAND STUDY,
ALLIANCE DEFENSE IN THE EIGHTIES, R. W. KOMER ET AL, R-1980-
ARPA/ISA/DP AND E, NOV 76

BEGIN SUMMARY: PER REQUEST OF TASK FORCE EIGHT DIRECTOR,
OSD HAS COMPLETED REVIEW OF CONFIGURATION CONTROL PRO-
CEDURES AND MECHANISMS APPLICABLE TO THE LIST OF EQUIPMENT
USED BY TWO OR MORE NATO NATIONS, INCLUDING THE US. WITH
A FEW KEY EXCEPTIONS, THERE IS LITTLE TO REPORT, PRIMARILY
BECAUSE THE MAJORITY OF THE SYSTEMS LISTED WERE PROVIDED
BY THE US TO ALLIES UNDER NORMAL FMS, NOT CO-PRODUCTION,
PROCEDURES. OUR PLANS AND PROCEDURES FOR CURRENT AND
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FUTURE CONFIGURATION CONTROL APPEAR BRIGHTER BY COMPARISON.
REQUEST MISSION PASS THIS PAPER TO DIRECTOR TASK FORCE
EIGHT. END SUMMARY. BEGIN TEXT:

1. THIS PROVIDES FOLLOW-UP INFORMATION TO PRESENTATIONS
OF 6 JAN 78 MADE TO TASK FORCE EIGHT ON NATO COUNTRY CO-

PRODUCTION PROGRAMS. MISSION WILL RECALL THAT OUR PRESENTATIONS COVERED NATO-HAWK (HELIP CONFIGURATION) AND

ROLAND. THESE ARE TWO GOOD EXAMPLES. NATO SEASPARROW AND THE F16 FIGHTER PROGRAM ARE TWO MORE WHICH ARE STILL CURRENT, AND WE HAVE PROVIDED BRIEF SUMMARIES OF THEIR OPERATIONS BELOW. FOR SYSTEMS NO LONGER CURRENT, SUCH AS NADGE AND F104G STAR FIGHTER, WE SUGGEST THAT MISSION REVIEW HISTORICAL FILES HELD BY YOUR INFRA-STRUCTURE AND LOGISTICS DIVISION, AND CONSIDER CONTACTING RESIDUAL ELEMENTS OF THE RESPECTIVE INTERNATIONAL MANAGEMENT ORGANIZATION (F104G: BWB-KOBLENZ AND THE F104 PROGRAM OFFICE FORMER GENERAL MANAGER, GEN STOKLA, NETHERLANDS AIR FORCE, RET; NADGE: HUGHES AIRCRAFT INTERNATIONAL, BRUSSELS AND BOB REED, LAST GENERAL MANAGER OF NADGECO). SHOULD THESE REVIEWS OR CONTACTS PRODUCE RELEVANT INFORMATION, REQUEST THAT YOU PASS IT DIRECTLY TO TASK FORCE EIGHT, WITH INFORMATION COPY TO WASHINGTON. IN ANY CASE, WE ANTICIPATE THAT THE DETAILED INFORMATION REQUESTED BY TASK FORCE EIGHT ON THESE OLDER PROGRAMS WILL BE SUPPLIED BY THE PARTICIPATING EUROPEAN GOVERNMENTS.

2. CONFIGURATION MANAGEMENT FOR THE NATO SEASPARROW WAS PROPERLY STRUCTURED AT THE OUTSET OF THE PROGRAM. EACH OF THE PARTICIPATING NATIONS -- THE FRG, NETHERLANDS, BELGIUM, DENMARK, NORWAY, ITALY, AND THE US UNCLASSIFIED

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-- HAS PLAYED AN ACTIVE ROLE IN CONFIGURATION CONTROL. ALTHOUGH ANY NATION MAY PROPOSE A CHANGE, IT IS OBLIGED TO OFFER THAT CHANGE TO ALL OTHER PARTICIPANTS, WHO MAY OR MAY NOT CHOOSE TO IMPLEMENT IT. THE PROJECT TAKES PRIDE IN THE FACT THAT THROUGHOUT THE PROGRAM ADOPTED CHANGES HAVE BEEN IMPLEMENTED BY UNANIMOUS AGREEMENT OF THE PARTICIPANTS. TECHNICAL MANAGEMENT DETAILS ARE QUITE SIMILAR TO THOSE EXERCISED IN NATO-HAWK, AND ARE NOT REPEATED HERE. BOTH PROGRAMS HAVE THE SAME PRIME CONTRACTOR.

3. THE F-16 FIGHTER PROGRAM ALSO WAS STRUCTURED TO INCLUDE FULL CONSULTATION ON CONFIGURATION CONTROL FROM ITS INCEPTION. THE F-16 STEERING GROUP INCLUDES MEMBERS OF THE EUROPEAN PARTICIPATING NATIONS -- BELGIUM, NETHERLANDS, DENMARK, AND NORWAY. CHANGE PROPOSALS MAY REACH THE STEERING GROUP THROUGH THE SYSTEMS PROJECT OFFICE (SPO) AT WRIGHT-PATTERSON AFB, OHIO, WHERE EACH NATION ALSO HAS RESIDENT ENGINEERS. SINCE THIS PROGRAM IS NEW AND THE PARTICIPATING NATIONS HAVE A LOCAL OFFICE IN BRUSSELS, WE SUGGEST THAT YOU

INVITE THE F-16 PROGRAM OFFICE TO BRIEF TF-8, SHOULD THE MEMBERS BE INTERESTED, AS AN ADJUNCT TO THE FOUR PROGRAMS OF PRIMARY INTEREST.

4. THE BULK OF THE SYSTEMS CITED IN ANNEX 2, REF A, IN WHICH THE US IS INVOLVED FALL IN THE CATEGORY OF NATIONAL DEVELOPMENTS SUBSEQUENTLY PURCHASED OR BUILT UNDER LICENSE BY OTHER COUNTRIES. OF THAT GROUP, THE ONLY ONES OF ALLIED ORIGIN (NON-US DEVELOPMENT) ARE THE 76MM OTO MELARA GUN SYSTEM AND THE HARRIER/AV8B VSTOL AIRCRAFT.

A. IN THE 76MM OTO MELARA GUN SYSTEM, THE US PLANS TO PRODUCE THE GUN VIRTUALLY IDENTICAL TO THE ITALIAN ORIGINAL; IN ACCOMPLISHING THE PRODUCTION ENGINEERING UNCLASSIFIED

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REQUIRED FOR US PRODUCTION, THE US CONTRACTOR (FMC NORTHERN ORDNANCE DIVISION) HAS FOUND IT NECESSARY TO ADJUST AND CLARIFY TOLERANCES AND MAKE OTHER MINOR CHANGES. HOWEVER, THE AMMUNITION WILL BE PRODUCED TO AN ENTIRELY NEW US DRAWING PACKAGE. THE AMMUNITION WILL BE INTEROPERABLE WITH THE EUROPEAN GUN SYSTEMS, BUT, BECAUSE OF DIFFERENT BALLISTICS OF THE AMMUNITION AND HARD-WIRED

EUROPEAN COMPUTERS, THERE ARE PROBLEMS IN THE FIRE CONTROL AREA. THE US FIRE CONTROL SYSTEMS, WHICH UTILIZE PROGRAMMABLE COMPUTERS, WILL BE ABLE TO ACCOMMODATE BOTH EUROPEAN AND US AMMUNITION. THESE MATTERS ARE THE SUBJECTS OF CONTINUING CONSULTATIONS WITH THE USER ALLIES.

B. IN THE HARRIER AIRCRAFT PROGRAM, THE US INITIALLY BOUGHT THE AIRCRAFT AND ACCOMPANYING PARTS AND MAINTENANCE PUBLICATIONS OFF-THE-SHELF FROM THE UK. CONFIGURATION MANAGEMENT HAS EVOLVED FROM ALMOST NOTHING ON THE US SIDE TO A WELL-MANAGED SYSTEM OPERATED BY THE US AT MCDONNELL DOUGLAS CORPORATION (MDC) AND NAVAIRSYSTEMS COMMAND. IN THIS PROGRAM, THE US HAS FOUND ITSELF IN THE UNIQUE POSITION OF HAVING TO PAY FOR UK CHANGES NOT ACCEPTED BY THE US. IN THE UK, THE MASTER FILE IS CHANGED WHEN AN ENGINEERING CHANGE IS ADOPTED AND THE OLD ITEM AND ITS ASSOCIATED SOFTWARE ARE PHASED OUT OF THE SYSTEM. HENCE, EVEN IF THE US ELECTS NOT TO ADOPT A PARTICULAR CHANGE, IT STILL REMAINS RESPONSIBLE FOR THE CONTINUED MAINTENANCE OF THAT ITEM IN THE SUPPLY SYSTEM. THE US HAS INTRODUCED NEW ITEMS, SUCH AS THE INERTIAL NAVIGATION SYSTEM, BUT ALWAYS AFTER FULL CONSULTATION WITH THE UK. FOR THE FOLLOW-ON AIRCRAFT PROGRAM, THE AV8B, CURRENT PLANS CALL FOR FULL-SCALE DEVELOPMENT AND CONFIGURATION MANAGEMENT

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BY THE US PRIME CONTRACTOR, MDC. OF COURSE, THE UK WILL REMAIN AS A SIGNIFICANT SUPPLIER, AND AGAIN FULL CONSULTATION ON CONFIGURATION WILL PREVAIL.

5. THE REMAINING SYSTEMS IN THE DIRECT PURCHASE/LICENSED PRODUCTION GROUP INCLUDE THOSE SOLD BY THE US UNDER FMS. OTHERS IN THE LATTER CATEGORY WHICH ARE NOT LISTED INCLUDE THE HIGHLY SUCCESSFUL 155MM M109 SELF-PROPELLED HOWITZER. IN GENERAL, FOR THOSE US SYSTEMS OR EQUIPMENT PROVIDED TO ALLIES THROUGH FMS CHANNELS, CONSULTATION WAS PROVIDED FOR IN THE LETTERS OF AGREEMENT (LOA) TO INSURE THAT THE PURCHASING NATION HAD OPTIONS ON ADOPTION OF LATER CONFIGURATION CHANGES. FEW, IF ANY, CHANGE PROPOSALS EMANATE FROM THE PURCHASERS. IN ALL CASES, THROUGH RESPECTIVE SERVICE CHANNELS AND SUPPLY SUPPORT ARRANGEMENTS, TECHNICAL ORDERS, BULLETINS, NOTIFICATIONS OF PENDING CHANGE ORDERS, ETC., HAVE BEEN PROVIDED TO THE ACQUIRING NATIONS. IN MOST CASES WE HAVE NOT ATTEMPTED TO MAINTAIN RECORDS OF CONFIGURATION OF ITEMS OF NATIONAL ORIGIN INCLUDING VEHICLES WHICH

ARE UTILIZED TO TRANSPORT US WEAPONS (TOW ATGW, FOR EXAMPLE). HENCE, CHANGES COULD OCCUR TO THOSE ITEMS OF NATIONAL ORIGIN WITHOUT ANY REQUIREMENT FOR CONSULTATION WITH THE US. AS REQUESTED BY PARA 10, REF A, TF-8 SHOULD EXPECT INPUT FROM THE USER ALLIES ON MODIFICATIONS WHICH THEY MAY HAVE INTRODUCED TO THOSE SYSTEMS OF US ORIGIN.

6. LOOKING AHEAD, THE SIDEWINDER AIM-9 OFFICE, STAFFED JOINTLY BY NAVY AND AIR FORCE, ALREADY HAS DETAILED PLANS FOR INCLUSION OF THE FRG AND OTHER EUROPEAN CONSORTIUM NATIONS INTO CONFIGURATION MANAGEMENT PROCEDURES FOR THE AIM-9L PROGRAM. WE EXPECT NEW COOPERATIVE PROGRAMS SUCH AS THIS ONE FOR WHICH WE ARE RESPONSIBLE TO ACHIEVE APPROPRIATE CONFIGURATION MANAGEMENT CONSULTATION ALONG THE LINES OF NATO-HAWK AND SEASPARROW. END TEXT.

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